

In re Patent Application of:  
FRISCO ET AL.  
Serial No. 09/545,267  
Filed: APRIL 7, 2000

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REMARKS

The Examiner is thanked for the thorough examination of the present application. The Applicants have amended independent Claim 32 to include the recitations of dependent Claims 34 and 37. The Applicants have also amended independent Claim 41 to include the recitations of dependent Claims 43 and 44. Accordingly, dependent Claims 34, 37, 43, and 44 have been amended for consistency.

The arguments supporting patentability of the invention are found in detail below.

I. The Invention

The invention, as recited in amended independent Claim 32, is directed to an aircraft in-flight entertainment system comprising a satellite television (TV) receiver for generating a plurality of programming channels, and a moving map image generator for generating a flight information channel including a moving representation of the aircraft position on a map image. The moving map image generator comprises a processor for determining an aircraft position during flight, and at least one of an aircraft direction, aircraft speed, and aircraft altitude for display with the moving map image. The aircraft in-flight entertainment system also comprises at least one passenger video display connected to the satellite TV receiver and the moving map image generator, and at least one passenger control unit associated with a respective passenger video display for permitting passenger selection of one of the programming channels and flight information channel for display on the respective passenger video display.

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A method aspect for the present invention, as recited in amended independent Claim 41, is for operating an aircraft in-flight entertainment system comprising a satellite television (TV) receiver for generating a plurality of video programming channels, at least one passenger video display connected to the satellite TV receiver, and at least one passenger control unit associated with a respective passenger video display for permitting passenger selection of programming channels for display on the respective passenger video display. The method comprises generating a flight information channel including a moving representation of the aircraft position on a map image, and permitting passenger selection of the flight information channel on the passenger video display also using the at least one passenger control unit. Generating comprises determining an aircraft position during flight and at least one of an aircraft direction, aircraft speed and aircraft altitude for display with the moving map image.

## II. The Claims Are Patentable

The Examiner rejected independent Claim 32, which now includes the recitations of dependent Claims 34 and 37, and independent Claim 41, which now includes the recitations of dependent Claims 43 and 44, over U.S. Patent No. 5,990,928 to Sklar et al., in view of U.S. Patent No. 6,249,913 to Galipeau et al.

The Examiner properly conceded that the Sklar et al. patent failed to disclose a moving map image generator for generating a flight information channel including a moving representation of the aircraft position on a map image, but

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relied on the Galipeau et al. patent to supply this noted deficiency. The Examiner also cites the Sklar et al. patent as disclosing a processor that determines aircraft direction, altitude, and speed. The Examiner further relies on FIG. 12 of the Galipeau et al. patent to note the disclosure of aircraft systems having information relating to aircraft direction, speed, altitude, heading, airspeed, and altitude.

The Sklar et al. patent discloses an in-flight entertainment system for receiving broadcast entertainment signals from a plurality of geostationary satellites associated with a respective plurality of program providers, and distributing the received signals to passengers on the aircraft. The Sklar et al. patent also discloses switching a tracking antenna to track a satellite within a coverage area when the aircraft moves between different satellite coverage areas.

The Galipeau et al. patent discloses an aircraft data management system to provide a passenger with a number of entertainment options. The Galipeau et al. patent discloses a modem interface between a passenger's laptop computer and the data management system of the aircraft. The data management system is a network onboard the aircraft to allow a plurality of passengers to access the Internet while onboard the aircraft. Further, a plurality of passengers may receive data from one another when connected to the network. The Galipeau et al. patent also discloses an audio module so that passengers may select from a variety of audio tracks to be played through headsets.

The Galipeau et al. patent further discloses a video module so that a passenger may select a desired video from the

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data network. More specifically, a video reproducer unit is disclosed that stores multiple videos for transmission over the data network to the passengers. The Galipeau patent also discloses additional video inputs that may include a map of the flight route with an aircraft superimposed over its present position.

The Applicants submit that there is no proper motivation to selectively modify the primary reference in the manner set forth by the Examiner in an attempt to arrive at the claimed invention as recited in amended independent Claims 32 and 41. More specifically, one of ordinary skill in the art would not look to modify the Sklar et al. patent to include a moving map image generator for generating a flight information channel including a moving representation of the aircraft position on the map image, or that the moving map generator comprises a processor for determining an aircraft position during flight, and at least one of an aircraft direction, aircraft speed, and aircraft altitude for display with the moving map image, without having had the benefit of studying the Applicants' specification.

In other words, a skilled artisan would not look to combine an in-flight entertainment system for receiving satellite broadcast signals, with a data storage system for storing data on a network on an aircraft. Instead, the Examiner appears to be using improper hindsight reconstruction based upon the teachings of Applicants' specification to assemble the disjoint pieces of the prior art. It is therefore submitted that there is simply no proper teaching or suggestion in the prior art to modify the Sklar et al. patent to include the data network having a map stored thereon as

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disclosed in the Galipeau et al. patent in the manner set forth by the Examiner.

Accordingly, Applicants submit that amended independent Claims 32 and 41 are patentable. Their respective dependent claims, which recite yet further distinguishing features, are also patentable, and require no further discussion herein.

CONCLUSION

In view of the amendments to the claims and the arguments provided herein, it is submitted that all the claims are patentable. Accordingly, a Notice of Allowance is requested in due course. Should any minor informalities need to be addressed, the Examiner is encouraged to contact the undersigned attorney at the telephone number listed below.

Respectfully submitted,



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